

CLASSIFICATION		SECRET
COUNTRY	East Germany	REPORT
TOPIC		
Menseburg Airfield		
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED 22 September 1954	
REFERENCES		
PAGES 2	ENCLOSURES (NO. & TYPE) 2 - two sketches . with one legend	
REMARKS		
This is UNEVALUATED		

1. The following air activity and aircraft were observed at Menseburg airfield during the period from 29 August to 1 September 1954:

29 August. No flying activity.

30 and 31 August. No flying; the weather was cloudless with good visibility.

31 August. Sixteen MiG-15s or U-MiG-15s, including 4 alert planes, and 2 Po-2s were counted on the landing field. More aircraft were parked in the hangars along the southern boundary. The hangars were lighted at 1945.

1 September. No flying during daytime. The weather was cloudless with good visibility. Air activity started at nightfall at 1950 and lasted until 0100. MiG-15s or U-MiG-15s continuously circled the airfield. When an aircraft approached within about 1 km east of the airfield, the runway would be illuminated by searchlights. Daytime observations during the reported period indicated the following route of aircraft which made local flights of 3 or 4 minutes: Following the take off, horizontal flying to the Burgstaden area, subsequent left turn and southern course as far as Frankleben, then turn to eastern course and flying over Leuna and, east of Trebnitz, left turn with subsequent northern course then, immediately east of Meuscha, turn to approach zone. In order to determine the average speed of the MiG-15s or U-MiG-15s, when approaching, the time was taken from a point when the aircraft flew over a line 800 meters east of the end of the runway up to the time the aircraft touched the ground. The average speed resulting from twenty tests was between 240 and 300 km/h. When flying over the afore mentioned line, the aircraft were 30 to 50 meters above ground. 1

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2. Buildings Nos 7 through 12 and 19 through 24 served as quarters. Provided that each room housed 6 men, a total of 1,500 soldiers may have been quartered there. The AAA unit was quartered in building No 26, opposite house No 25 which housed the komendatura. The unit numbered 120 to 150 men. For some time now, some of the soldiers at the airfield have been wearing special dress uniforms while on town leave. The others still wore their normal field uniforms. 2

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3. On 31 August, the AAA emplacement located north of the hangar at the eastern boundary of the airfield was vacant.
4. During the last days in August, the radio and radar installations were again rearranged. On 31 August, a radio mast about 15 meters high and fitted with an umbrella-shaped antenna on top was seen in the northwestern section of the landing field, south of Knapendorf. A radio truck with rod antenna was parked nearby. Another radio mast with umbrella-shaped antenna was newly identified about 10 meters north of the Kniferest radar set in the southeastern corner of the airfield. About 50 to 60 meters west of these installations were two masts, each about 15 meters high, which had eight disk-shaped devices fitted to the upper end of the masts, at a length of about 1.20 meters. The masts, which were definitely not dipole rods, were seen from a distance of between 60 and 120 meters. Three or four radio trucks including one with a rod antenna were parked between the two masts. A radio mast with an umbrella-shaped antenna was still observed east of the vinegar factory. A radio truck and a small wooden building were seen nearby. Another such antenna without radio truck was seen north of the hangar at the eastern border in the vicinity of the AAA emplacement. An installation of about 5 masts was still located immediately west of the flight control station. The Toké-type radar set was still located at the northern boundary as did the single mast radio station in the eastern approach sector. A resident living north of the firing ranges near Meuscha stated that a radio station was allegedly to be established there. ³

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1. Comment. Merseburg airfield is still occupied by the headquarters of a fighter division and a fighter regiment. 25X1
2. Comment. The numbered buildings are keyed to Annex 1. 25X1
3. Comment. The location of the radio and radar equipment has again been changed. The following radio installations and radar sets are carried at Merseburg airfield at present: 1 Token, 2 Kniferest, 4 umbrella-shaped antennas, and two disk-shaped antennas. For sketch on the latter antennas, see Annex 2. 25X1

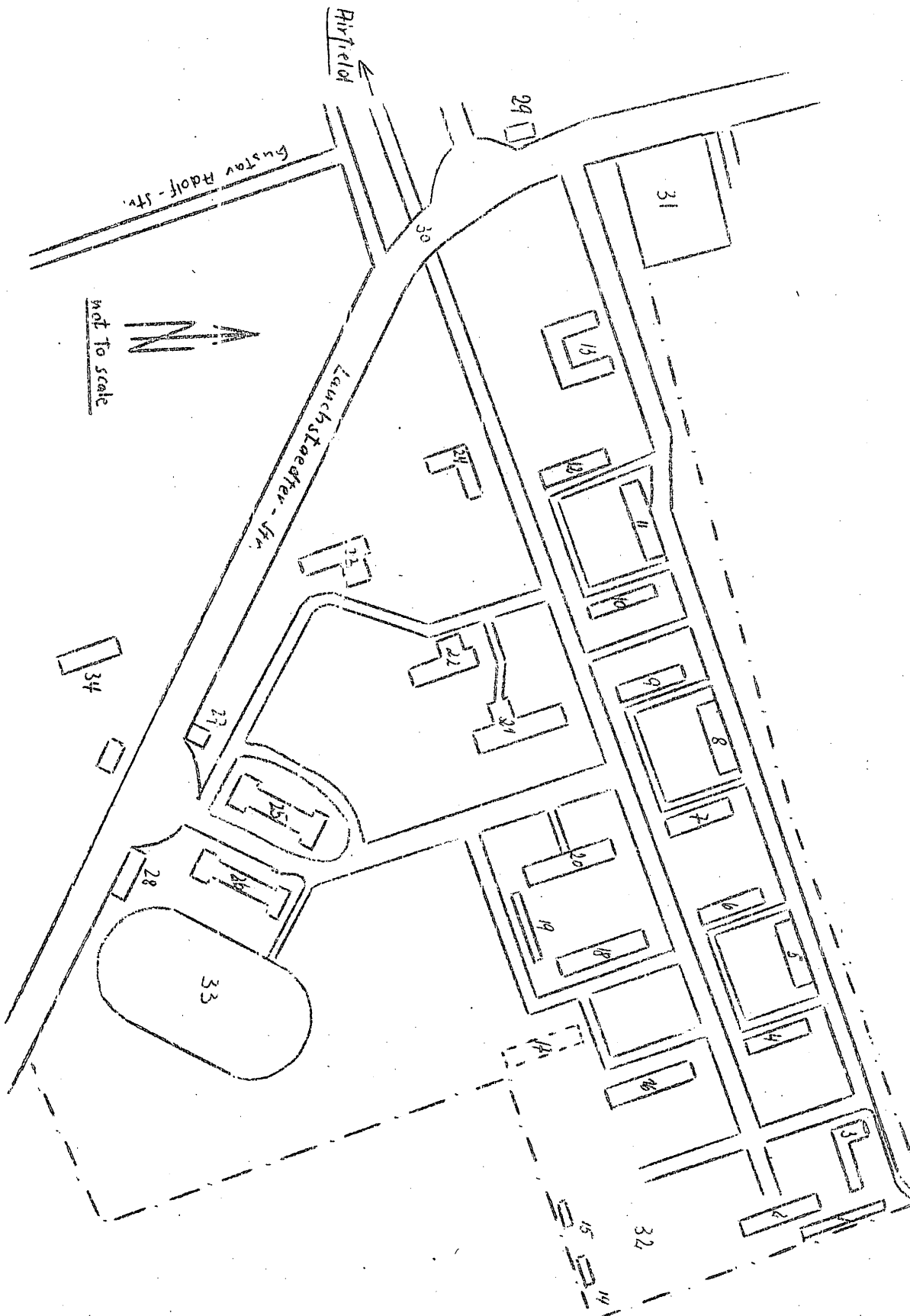
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Annex 1

Morseburg Airfield



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Annex 1

Merseburg AirfieldLegend.

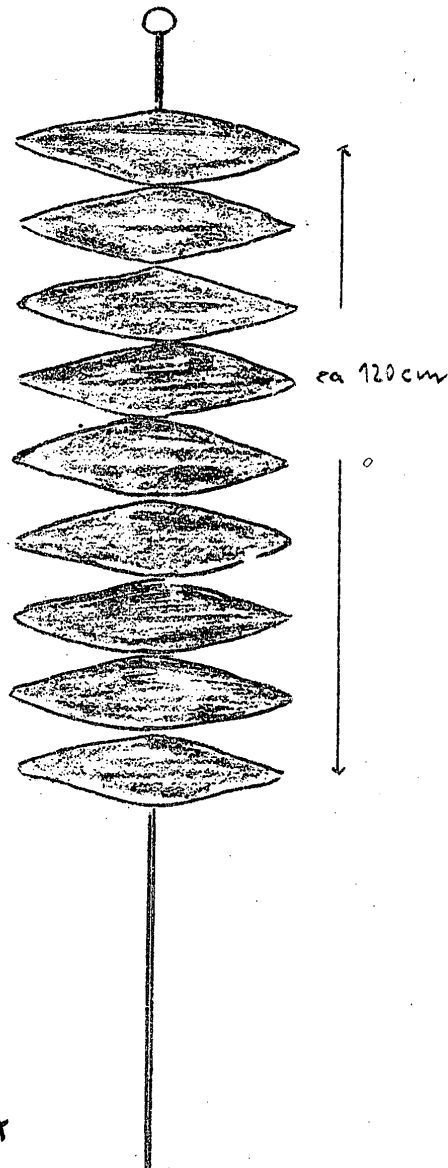
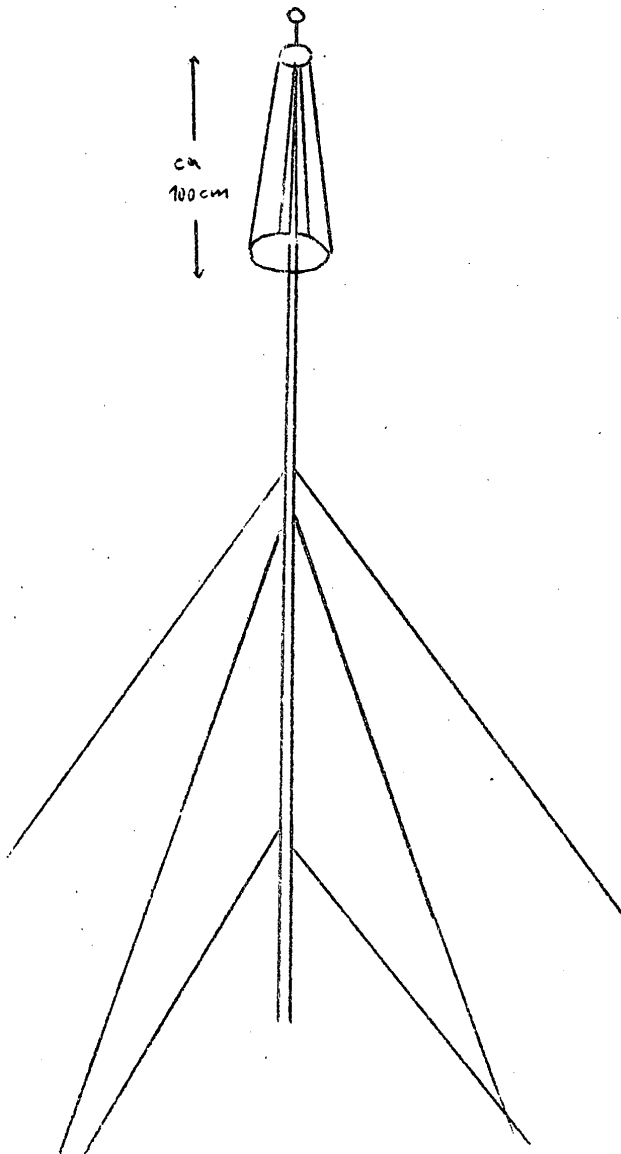
- 1 thru 6 Probably quarters for workers of buna plant
- 7 thru 12 Quarters of air force units
- 13 Administrative buildings
- 14 thru 16 Quarters for workers of buna plant
- 17 Damaged buildings
- 18 Workers' settlement
- 19 thru 24 Quarters of air force units
- 25 Komendatura
- 26 Quarters of AAA unit
- 27 and 28 Guardhouses
- 29 Guardhouse at the landing field
- 30 Road passage from airfield to quarters
- 31 Vinegar factory
- 32 Drill grounds
- 33 Athletic field
- 34 Tree or plant nursery

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Annex 2



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CD NO.

DATE DISTR. 29 November 1954

NO. OF PAGES 5

NO OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
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16	75	1502	316	8206	18	328	2	36	3	23	2	22
17	31	640	228	514	22	417	2	45	6	101	-	-
18	45	877	165	3681	21	366	-	-	-	-	-	-
19	40	813	198	4406	13	253	1	16	-	-	-	-
20	68	1370	286	6401	13	216	3	62	2	19	1	3
21	74	1514	391	8751	13	238	3	108	3	52	20	81
22	132	2787	260	5830	9	157	-	-	-	-	16	57
23	89	1938	245	5505	2	35	-	-	1	16	1	18
24	17	349	89	2064	-	-	-	-	5	76	-	-
25	67	1360	147	3305	6	109	-	-	-	-	-	-
26	30	609	371	8168	39	708	-	-	-	-	2	46
27	56	1165	473	10379	16	279	3	56	-	-	1	23
28	13	259	116	2509	9	142	-	-	1	15	1	15
29	55	1123	370	7986	18	325	-	-	-	-	-	-
30	44	892	414	8192	24	433	4	79	-	-	-	-
31	14	277	280	6110	5	99	-	-	-	-	-	-

b. Eastbound

Date	Fertili- in	zers	Gasoline and Oil	Machinery and Machinery Parts	Chlo- rides	Steel Products	Iron Products					
August	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons				
1	2	33	31	503	7	36	1	17	-	-	-	-
2	66	1128	6	174	4	54	3	80	-	-	1	8
3	2	33	14	547	8	33	2	25	-	-	4	58
4	3	53	29	487	2	14	2	33	-	-	3	56
5	49	858	3	61	2	22	2	34	-	-	19	195
6	46	803	7	142	3	17	-	-	-	-	4	12
7	91	1592	6	217	5	18	1	15	2	39	3	45
8	-	-	-	-	3	29	4	51	1	14	1	11
9	88	1495	7	267	16	165	4	77	2	15	3	62
10	3	46	1	28	2	21	2	36	-	-	1	27
11	-	-	30	491	10	131	4	58	-	-	4	96

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12	6	104	32	518	3	62	1	34	-	-	11	166
13	5	90	7	257	3	31	2	37	-	-	16	185
14	42	763	-	-	5	27	4	85	1	15	4	62
15	30	488	-	-	17	180	4	53	-	-	1	12
16	-	-	4	84	12	141	2	31	2	31	3	60
17	4	83	6	220	4	82	1	19	-	-	5	112
18	10	175	-	-	5	61	1	17	-	-	13	161
19	12	187	-	-	3	33	2	32	-	-	9	110
20	8	160	28	467	2	14	2	27	-	-	2	16
21	5	103	-	-	4	51	-	-	3	27	3	61
22	-	-	4	80	7	67	-	-	-	-	8	144
23	2	44	3	60	2	16	2	45	-	-	7	144
24	33	507	2	44	5	28	1	18	-	-	9	178
25	21	345	-	-	3	19	4	56	-	-	-	-
26	2	46	-	-	10	110	4	71	1	23	3	69
27	45	769	2	41	12	132	3	32	2	41	2	34
28	30	460	-	-	15	147	2	29	1	19	1	17
29	3	66	-	-	8	111	1	17	-	-	5	112
30	4	83	-	-	3	62	1	18	-	-	3	67
31	2	27	31	485	4	81	2	31	2	31	2	24

Date in August	Synthetic Fabrics and Fibers	Construction Material	Lumps of Sulphur	Stones and Earth	Mixed Cargo					
1	-	-	5	118	-	-	3	56	1	17
2	-	-	3	40	-	-	3	55	4	25
3	-	-	-	-	-	-	4	91	1	5
4	-	-	-	-	-	-	4	61	3	28
5	-	-	5	99	1	9	6	90	4	59
6	-	-	61	1088	3	60	1	10	-	-
7	2	10	45	706	-	-	6	106	6	69
8	5	26	12	200	-	-	1	9	1	13

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9	6	32	54	683	13	220	6	95	1	3
10	-	-	6	107	-	-	4	70	2	26
11	-	-	31	634	10	175	4	63	4	37
12	5	24	15	242	-	-	6	131	-	-
13	2	9	28	469	-	-	4	84	-	-
14	-	-	34	690	21	377	11	205	4	25
15	-	-	43	812	-	-	6	97	3	25
16	-	-	17	297	-	-	4	75	4	44
17	2	16	51	812	5	30	3	54	2	9
18	1	11	21	361	3	62	1	19	1	19
19	-	-	7	140	10	175	4	72	5	31
20	-	-	6	112	5	100	12	207	2	16
21	1	4	3	67	-	-	15	295	5	51
22	2	9	12	120	-	-	13	240	2	19
23	-	-	30	400	-	-	12	200	1	10
24	-	-	19	212	12	180	16	296	1	3
25	3	13	9	191	4	61	8	136	3	33
26	-	-	12	156	6	125	6	108	2	14
27	9	42	-	-	2	35	12	234	9	108
28	-	-	-	-	-	-	16	314	2	27
29	-	-	7	153	2	40	7	133	2	21
30	1	8	3	72	7	105	4	81	4	66
31	4	17	5	110	3	60	3	70	4	25

Comment. Compared to the first half of July 1954, hard coal imports from Poland decreased from a daily average of 326 carloads to 294 carloads. Insufficient hard coal shipments result in an increased consumption of inferior raw brown coal by the GDR railroads. Shipments listed under "Fair Goods" were dispatched by East Bloc countries to the Leipzig Fall Fair which was held between 5 and 15 September 1954.

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